



THE RHUMB LINE

MAINE MARITIME MUSEUM

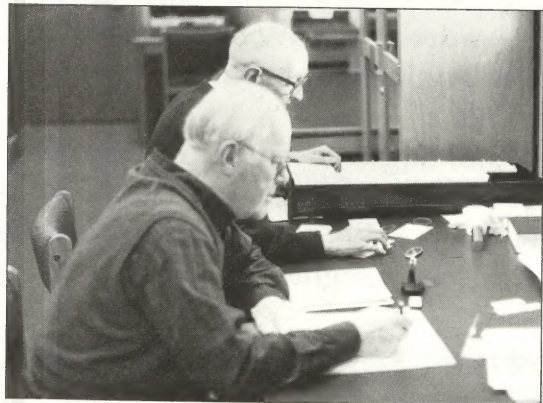
DECEMBER 1996

www.bathmaine.com

VOLUNTEERS BREAK MUSEUM RECORD

Volunteers are an important part of Maine Maritime Museum. This past year a dedicated group of 250 volunteers far exceeded the level of support and time given in previous years. Working in many different capacities and departments throughout the Museum, volunteers have become the backbone of our institution. Volunteers help support the staff in many different areas: Curatorial, Library, Museum Store, Development and Public Programs.

With the increasing number of special artifacts and projects in the Curatorial Department, the volunteer crew continues to grow. Throughout the past year, volunteers have organized and indexed old exhibit labels, catalogued new incoming collections including a 33' ship pennant from the five-masted schooner *Carroll A. Deering*, inventoried several tool collections and helped



organize
a n d
p r o c e s s
s e v e r a l
n e w t e x t i l e
d o n a t i o n s .

D u r i n g
1 9 9 6 ,
L i b r a r y
v o l u n t e e r s

finished the preliminary processing of the Chase Leavitt collection as well as several other small collections. Volunteers also re-organized the ship photographs in alphabetical order. Originally sorted by rig type, it was difficult for visitors to find vessels they were searching for. In addition, "the crew" finished working on the Maine ship



vessels card catalog and catalogued more than 450 new books.

The hectic season for the Museum Store and Admission volunteers has come to a nice, quiet completion. During the height of the summer, volunteers were helping in many ways—unpacking and pricing new merchandise, re-organizing shelves of books, running the cash register, ticketing visitors and giving information.

Volunteers in the Development Department sent out more than a dozen mailings totalling more than 25,000 pieces of mail. Several hundred hours of stuffing, sealing and stamping envelopes took place. Several volunteers also helped in the Membership office, with organizing and filing.

Almost 50% of the volunteer force works for Public Programs. Jobs range from seasonal positions in the shipyard to special events. Seasonal jobs include leading guided shipyard tours; interpreting on the *Sherman Zwicker* and in the Boatshop; giving interpretive demonstrations; greeting in Sewall Hall; patrolling the galleries and



VOLUNTEERS BREAK MUSEUM RECORD (continued from page 1)

with educational programs. Special events, such as tall ships, Pirates Halloween Party and the Christmas Open House, require lots of extra volunteer support as well. In addition, several other specific groups, Quartermasters and Boat Keepers help to maintain the Museum's small in-water boat collection and keep the Museum looking great.

Volunteers help in every facet around the Museum. No department can function without them. When the final volunteer hours are tabulated at the end of December, the number of volunteer-recorded hours for 1996 will have surpassed the 12,167 hours logged last year. With their support, dedication and time, the Museum has grown and will continue to develop as a region-wide cultural resource and destination.

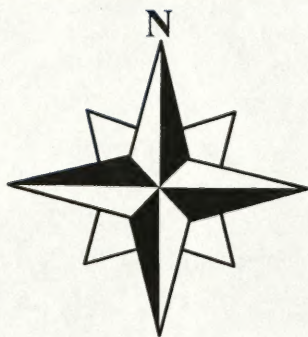
TRAMPS & TANKERS

Maine shipbuilders have long been known for their wood merchant vessels and for state-of-the-art naval vessels from Bath Iron Works. Less-known were steel, steam-powered "tramp steamers" and tankers built in Maine to service the sea-lanes in the first 50 years of this century. A new exhibit, *Tramps & Tankers*, comments on these vessels and their construction in Maine.

Tramp steamers shipped cargoes of every description from port to port, picking up charters along the way for the next leg of their long journeys around the world. They made every tiny harbor along every coastline, and opened up the world to the products of industry. Tankships, or "tankers," transported kerosene, gasoline and other petroleum products in bulk, thus eliminating the need for the costly barrels or "cases" used during the sailing-ship era.

The exhibit is illustrated with a number of objects from the collection not seen for several years, including the large scale model of the American Export Lines freighter *Extavia*. This model, the equal of the Museum's famous model of the yacht *Corsair*, depicts every detail of the ship, which was built as one of a class of four by Bath Iron Works during 1940-41. The model was built about 1948 for the boardroom at BIW by the model shop at Gibbs & Cox, Inc. of New York City.

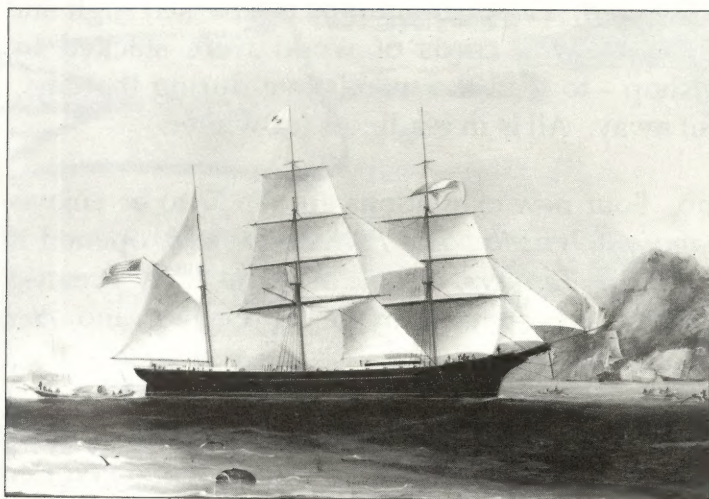
Several rare paintings are on view, including a large canvas of a Texas Company steamship by the local artist J.F. Carvill, and a rare Chinese port painting of the steam freighter *Pleiades*.



VOLUNTEERS

MAKE A WORLD OF DIFFERENCE

A SHIPBUILDING LEGACY RE-CALLED



The Patten bark *Parsee*, painted in Hong Kong by the artist Hingqua. This fine canvas is one of three rare Chinese port paintings included in the new exhibition *A Seagoing Dynasty*. Painting on loan from a private collection; photo by Bill King.

George F. and John Patten of Bath, their brother James F. Patten, and other members of the Patten family worked together between 1820 and 1860 to build one of the largest shipping fleets in America. Their story is the focus of the Museum's newest exhibition, *A Seagoing Dynasty: The Pattens of Bath*, which opened November 22 in the Crooker Gallery.

Paintings, models, furniture, and personal effects are included in the exhibition. Among objects on display are three paintings by the noted marine artist Samuel Walters, arguably the greatest exponent of the "Liverpool school" of ship-portraiture. There are three China-port paintings including a rare panorama of Hong Kong harbor, as well as numerous other watercolor and oil

canvases of Patten ships, and Patten family members. Furniture from the Patten homes is on view, as are artifacts descended from Captain Abner Wade, one of the Patten's most efficient career shipmasters.

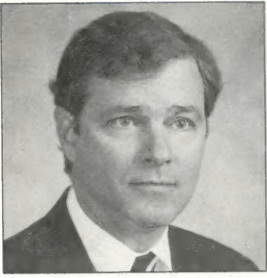
A Seagoing Dynasty follows the publication of *The Pattens of Bath*, written by Ken Martin and Lin Snow and co-published by Maine Maritime Museum and the Patten Free Library. The new book provides more detail about the seagoing branches of this family and is available through the Museum Store.

The adjoining gallery has been reinstalled with marine paintings and models which represent "Seafaring from Old Bath" and "Family Fleets." Artifacts contemporary with the rise of the Patten shipbuilding interests in the city are featured in the former, while "Family Fleets" briefly describes the Houghton, Sewall, Skolfield and Southard shipbuilding interests in the mid-coast region.

A feature of this exhibition is the fine James Peale portrait of Captain Moses Owen of Bath, joined for the first time by paintings of two of the vessels he commanded. The figurehead of one, the *Clarissa Ann*, has also been returned to the gallery exhibition space. It is the oldest-known figurehead from a Maine-built vessel.



FROM THE CHART TABLE



Ice is in the ponds and streams. It will be in the Kennebec soon. Our waterfront is put to bed. Boats are inside or covered. Floats and ramps are parked high and dry for the next five or six months. Several cords of wood were stacked by the Quartermasters under the Boatshop - to feed the woodstove during the day. The benches and picnic tables are put away. All is in readiness for winter.

Inside, things have changed, too. Four new exhibitions are ready to be enjoyed for the next several months: *A Seagoing Dynasty: The Pattens of Bath*, opened in the Crooker Gallery and will be up until May; *Tramps and Tankers*, a look at some early ocean-going steamships is open in the riverfront gallery; *Family Fleets* has been recast in the "A" Gallery; and, *Herman Melville Comes to Bath* has opened in the Peterson Gallery.

In the Boatshop, the South Bristol eighth-graders have begun a school year-long project which includes each of them making a half-model of a Susan Skiff and then, collectively, building a real one. Workshops and other programs are planned for the winter.

The halls and galleries of the Maritime History Building and the Education Building are filled with the voices of small children who have returned with the resumption of the school year and of the Museum's celebrated Flexible Learning Experience (FLEX). Sponsored, in part, by generous support from UNUM and from the Branta Foundation, FLEX will be reaching out to schools throughout Maine with the preparation of pre- and post-visitation materials.

In December, we will celebrate the contribution of about 15,000 highly valuable, skilled and considerate hours of volunteer time given to the Museum by well over a hundred people. Thinking of that weighty donation makes us warm and able to take on the chill of the winter months in comfort.

I and all of us here wish all our members and friends the very happiest of holiday seasons and good fortune for the new year.

Tom

Thomas R. Wilcox, Jr.
Executive Director



Kneeling: Orlin and Nancy Donaldson

On October 24th, twenty-one participants, from all four corners of the United States, left our eastern shore to explore England's Maritime Heritage. This year's destination was ten spectacular days along the southern coast of England. The trip was guided by one of Lord Addison's enthusiastic specialists, who introduced our group to the culture and history of England and its maritime heritage. The group seen on the left standing on the Pilgrims Steps in Plymouth, had a wonderful time.

Front Row: Robert Nesher, Elaine Shea, Ted Bailey, Chris (Lord Addison Travel escort), Terry Bailey, Connie Henry, Ken Fatton, Sally Graves, Genevieve Clark, Carolla Haglund

Back Row: Bob French, Bill Jones, Mac Henry, Stef Staley, Tom Percy, Carol Fisher, Barry Fisher



MEMBERS

AUGUST

NEW

OCTOBER
1996

Mr. and Mrs. David Aha (MD)
Susan and Paul Austin (NH)
Gregory T. Barmore (ME)
Randy Bartholomew (NY)
John C. Beaven (ME)
Scott R. Becker (PA)
Stanley Brower (ME)
Anna Bucher (RI)
Alan Buonaiuto (ME)
Laurie Burhoe (ME)
Bette and Glenn Burnham (ME)
William D. Bushnell (ME)
Mary and Eric Butler (ME)
Steve Caldwell (ME)
Richard W. Carter (FL)
John R. Chandonnet (MD)
Cdr. and Mrs. T. D. Crowley (ME)
Tim Cunningham (IL)
Michael and Carolyn Deininger (UK)
The Deming Family (ME)
Tammis Donovan (ME)
Joan and Ron Druett (New Zealand)
Edgar and Barbara Einhorn (PA)
Hans Ewaldsen (WA)
Barbara R. Fairfield (ME)
Mary Patten Hawley Fancher (NH)
Elaine Fernald (ME)
Robert A. Fitch (ME)
Tomas P. Elphick (NY)
Sarah D. Gay (ME)
Merle Gilliam (ME)
Elizabeth B. Hardin (ME)
John D. Ingram (ME)
Sandra Lane (ME)

Bangor Savings Bank
Bill Dodge Auto Group
Coldwell Banker/Gleason Real Estate
Dead River Company
Front Street Deli
Maine Color Service, Inc.
Thomas Point Beach, Inc

Charles G. Langshaw (PA)
R. B. Leather (CO)
W. H. Low Family (ME)
Charles Ludlow (ME)
Mr. and Mrs. Richard Lyman (MA)
James McKee (SC)
Mr. and Mrs. Robert Naylor (PA)
Hugh Nazor (ME)
Herman A. Nichols (ME)
Everett Perkins (ME)
Beth Rich (MA)
Joan and Lyman Root (ME)
Margaret Rosas (NY)
Nat and Betsy Saltonstall (FL)
Caroline E. Seamans (ME)
Jane K. Seamans (NH)
R. Sears (ME)
Jean S. and Frederic A. Sharf (MA)
Steve Smith (ME)
Paula C. Sorrentino (ME)
Courtney Thompson (ME)
Haig N. Tufaukjian (ME)
Charles W. Van Vlack (VA)
Nicole Walsh (ME)
Jarrod Waters (MO)
Mr. and Mrs. E. John White III (MI)
Rob Williams (ME)

DON'T LET US SET SAIL WITHOUT YOU

Support MMM By Becoming a Member

| | | | |
|------------|-------|------------|--------|
| Individual | \$ 25 | Patron | \$ 250 |
| Family | \$ 50 | Shipwright | \$ 500 |
| Sustaining | \$125 | Downeaster | \$1000 |

Please send your check or call the Membership Department to
make your pledge.

MELVILLE EXHIBIT OPENS

Each year, the Museum's library/archives has an opportunity to use the Peterson Gallery for a temporary exhibition of some of its holdings. This fall's effort is entitled *Herman Melville Comes to Bath; or, A Sub-Sub-Librarian Takes Another Look*. The exhibit is inspired by three connections between us here in Bath and the famous author (we'll explain the sub-sub-librarian thing shortly). One bond, and what actually sparked the exhibit, was the 1995 donation by John H. Ross (featured in a recent *Rhumb Line*) of five first editions of Melville's books, and one second edition. Included in the exhibit are *Typee*, *Mardi*, *Redburn*, *Moby-Dick*, and *The Piazza Tales*. Another connection is the fact that several members of the Melville family now live in the Bath area. Added to the exhibit



are pieces of scrimshaw that belonged to Melville - including a whalebone busk that he used as a letter-opener - and two framed engravings that hung in Melville's home, loaned from a member of the family.

In *Moby-Dick*, Melville gives credit to a "Sub-Sub-Librarian" for collecting quotes on whales from ancient and modern literature, presented in a section at the beginning of the book called "Extracts." A few years ago, a Melville-Bath connection was unearthed by Gordon Struble from Bath's Patten Free Library. Actual similarities between Mr. Struble and Melville's "poor devil of a Sub-Sub" are unknown.

Herman Melville had an Aunt Lucy Melville. Her second marriage was to Dr. Amos Nourse of Bath, employed variously as a postmaster, medical doctor, collector of customs, and judge of probate. Dr. Nourse died in 1877. When Lucy died, her will divided the estate up among many

relatives most of them her nieces and nephews. Some money went to "Elizabeth S. Shaw, wife of Herman Melville." Later, when items not mentioned in the will were divided up by the heirs, Melville came to Bath to sign for his share. Gordon Struble found the will, the estate inventory, and the receipt signed by Melville at the Sagadahoc County Courthouse in Bath.

The exhibit also features four whaling implements on loan from H. Sewall Williams. February 9, 1997 will be the last day of the exhibit.

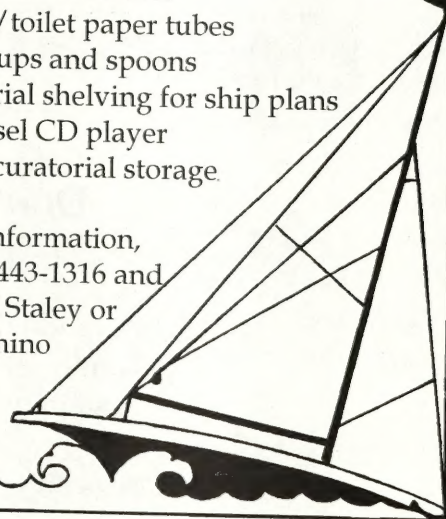
WISH LIST

| | |
|----------------------|---------------------|
| large freezer | stationary sander |
| pots and pans | cookie sheets |
| chaffing dishes | baskets |
| rolling library cart | acrylic craft paint |
| wood auger | shoe boxes |
| wood planes | hammers |
| cross cut saws | 3 cords firewood |
| small wooden chest | |

Also...

banquet style table cloths (cloth and vinyl)
 timpanic ear thermometer
 paper towel/toilet paper tubes
 measuring cups and spoons
 large industrial shelving for ship plans
 5 disk carousel CD player
 flat files for curatorial storage

For more information,
 please call 443-1316 and
 ask for Stef Staley or
 Ruth Maschino



Wyoming - The Biggest Wooden Sailing Vessel Ever!?

In 1948, the late John Lyman wrote and published an article in *Log Chips* (November, page 28) about the tonnage of the Donald McKay vessel *Great Republic*, built at East Boston in 1853 and widely acclaimed as the largest wooden sailing vessel ever built. This article has just come to our attention (a number of us had not yet learned to read in 1948) and has aroused our great interest. We have been dancing around this issue for years, in connection with the size of the six-masted schooner *Wyoming*, built at our Percy & Small shipyard in 1909. Because, you see, *Great Republic* caught fire before her maiden voyage, and was rebuilt considerably smaller - smaller, in fact, than *Wyoming*. We have been claiming that *Wyoming* was the largest wooden sailing vessel ever used, in order to make a distinction. Now, in light of Mr. Lyman's article, we are wondering again if she wasn't the largest wooden sailing vessel, period.

The story is made very complicated by a number of issues. First, the rules for measuring vessels and for computing their tonnage (tonnage is used here as a measurement of volume, not weight) changed in 1864 - between the construction dates of the two vessels. Second, there actually was a Quebec-built vessel, *Baron Renfrew* of 1825, which was larger than either *Wyoming* or *Great Republic*. *Baron Renfrew*, however, is usually discounted from the contest because she was not a traditional

cargo vessel but was a solid assemblage of timber, made to be dismantled at the end of her first voyage. The last issue is the one brought to our attention by Mr. Lyman - the uncertainty

of the actual dimensions of *Great Republic* as built.

In 1966, William A. Baker, author of *A Maritime History of Bath* and naval architect for *Mayflower II*, reviewed the dimensions of the largest wooden sailing vessels, giving length, breadth, depth of hold, and tonnage calculated by the old and new rules:

Great Republic

| | |
|--------------------------------|-----------------|
| 335' x 53' x 38' | 4555 tons (old) |
| 302' x 48.4' x 29.2' (rebuilt) | 3357 tons (old) |

Wyoming

| | |
|-----------------------|-----------------|
| 329.5' x 50.1' x 30.4 | 3730 tons (new) |
| | 3956 tons (old) |

Roanoke

| | |
|------------------------|-----------------|
| 311.2' x 49.2' x 29.2' | 3539 tons (new) |
| | 3589 tons (old) |

Columbus (Quebec, 1824)

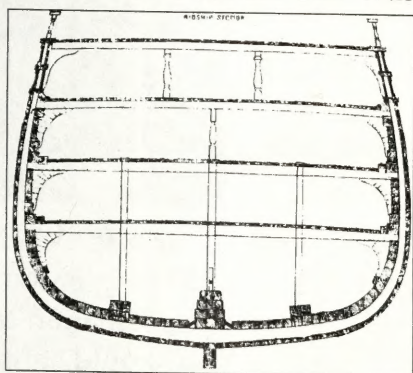
| | |
|----------------------|-----------------|
| 301' x 50.5' x 22.5' | 3690 tons (old) |
|----------------------|-----------------|

Baron Renfrew (Quebec, 1825)

| | |
|------------------|-----------------|
| 304' x 61' x 34' | 5295 tons (old) |
|------------------|-----------------|

R. C. Anderson noted in the 1943 *Mariner's Mirror* (page 182) that there was a discrepancy in the tonnage and registered dimensions of *Great Republic* as first built, and as rebuilt after the fire.

In rebuilding, her uppermost deck was removed, but her maximum beam should have been unchanged because of her tumblehome, and her length would not have changed considerably because of the relative lack of rake in stem and stern. John Lyman undertook to sort out the details, using the most detailed and, seemingly, most accurate set of plans of the *Great Republic* as built, contained in a pamphlet, *Description of the Largest Ship in the World, the New Clipper Great Republic*, written by a sailor [Duncan McLean], 1853.



Great Republic's cross-section, showing the upper deck, removed after her fire.

Lyman took a different tack from Baker, trying to determine the new measurement tonnage of *WYOMING - Great Republic* rather than the old tonnage for *Wyoming*. Working from the McLean drawings, Lyman decided that the register length should originally have been 310 feet, and her breadth about 49'6", suspecting that there had been "some fudging to increase her apparent tonnage, for reasons that can only be guessed at today." He computed the tonnage to be 3421 in the new measurement, to compare with *Roanoke's* 3539 and *Wyoming's* 3730. It seems that *Wyoming* (and *Roanoke*) may have

been larger than the 1853 vessel, even before *Great Republic's* fire and reconstruction!

There seems to have been no further discussion of this matter in the professional literature. Have maritime historians accepted Lyman's ideas as fact? What reason could there have been for exaggerating the size of the *Great Republic*? Are the McLean plans accurate? Readers' comments on this matter are welcomed. Copies of Lyman's and Baker's figures and reasoning can be obtained from the Museum library. You can rest assured that we will get to the bottom of this, and announce our conclusions in the *Rhumb Line*.

1996 YEAR-END CHARITABLE GIVING SUGGESTIONS

As you consider your year-end tax planning, we hope you will consider making good use of the income tax charitable deduction. Your 1996 year-end gift of cash, stocks, real estate, life insurance, etc. to the Museum can significantly reduce your income taxes, while providing meaningful support for the insitution.

- Consider making more charitable gifts in those years when you have the most income and are in top federal income tax brackets. If such is the case for 1996, you may wish to consider accelerating future charitable gifts into this year. You may wish to consider prepaying on pledges, too. Check with your accountant for the details on your particular tax situation.
- **Income tax rates** are as high as they have been in a long time. Therefore, your charitable gift is worth even more to you.
- If you own **appreciated stock**, it generally makes more sense to make a charitable gift of stock than to write out a check.
- Save those **gift receipts** or acknowledgment letters! For all charitable gifts of \$250 and more, the IRS requires you to have one to prove that you made a charitable gift. Your canceled check is no longer sufficient.
- Make sure you get the details on **possible tax law changes**.
- Questions about **year-end tax planning** should be directed toward your accountant or other professional tax advisor.

Please contact the director's office if you have any questions on how to make your gift. We are most grateful for your support at year-end, and throughout the year. We would be pleased to provide you, your attorney, your accountant or your tax advisor with additional information and assistance. Keep in mind that this information is necessarily general in nature. You should contact your own professional tax advisor to learn how this general information relates to your individual circumstances.

MUSEUM ELECTS NEW TRUSTEES & OFFICERS

At its Annual Meeting on September 21, the Museum members elected four new Trustees:

Gregory Barmore, a resident of Dingley Island (Brunswick), is chairman and CEO of G. E. Mortgage Corp. of North Carolina.

Michael Jennings divides his time between Winthrop, Maine and Alexandria, Virginia, where he is President and CEO of Financial Analytics Corporation. He is a director of the Harvard Business School Alumni Association, and a member of the Raleigh Tavern Society, Colonial Williamsburg Foundation.

Herman ("Nick") Nichols is Chief Ship Superintendent of DDG 73, launched as *USS Decatur* on November 9th, at Bath Iron Works. He is also director, Engineering Technology Programs at BIW and is a commander in the U. S. Navy reserves at Naval Air Station Brunswick.

Elena Vandervoort, of Bath and Small Point, served as registrar of Harvard's Fogg Art Museum, as a director of Save Venice, Inc. in New York City and as vice president and trustee of Friends of The Hermitage, Ho-Ho-Kus, New Jersey. She is the daughter of the late Frederick E. Drake, a former chair and one of the

founders of the Museum.

The Board also elected the following officers for 1997:

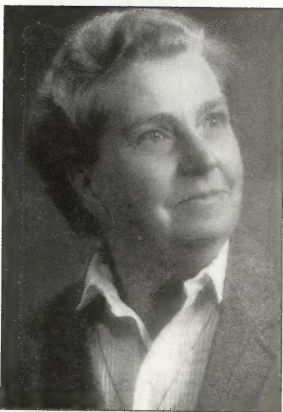
Edward P. ("Ned") Harding was elected chair of the Board. Harding retired in 1991 as president and vice chairman of Konica Quality Photo Service of Scarborough, following 27 years as president and chairman of Bicknell Photo Service, Inc. During 1994, Harding served as Interim Executive Director of the Museum.

David Weiss of Bath, a long-time Museum friend and supporter, was elected vice chair of the Board. Weiss is a partner of the law firm Stinson, Lupton, Weiss & Gabree, P. A. in Bath.

C. Warren ("John") Ring was re-elected secretary. Ring, chair of First Counsel New England, has directed development efforts for the Museum, Bowdoin College and St. Mary's Regional Medical Center in Lewiston, and was formerly chair of the Museum's Board.

Samuel A. Ladd, of Cumberland Foreside, will continue on as Treasurer. Ladd is a senior vice president of Maine Bank & Trust in Portland.

IN MEMORIAM ELIZABETH NOYCE AND ROGER LUKE



The Museum lost a great friend and Board member when long-time Trustee **Elizabeth Noyce** died at her home in Bremen, Maine at the age of 65.

Betty joined the Museum Board in 1982. She served as Secretary from 1983 to 1986 and was elected to Chair in 1987, a post she held until 1989. During that time she also served as Chair of and a lead contributor to the capital campaign that allowed the Museum to build and move into the Maritime History Building. The campaign also resulted in the creation of the Museum's endowment fund. Betty was an active member of the Collections and Publications Committee, the Strategic Planning Committee and the Trustee (nominating) Committee.

Her wise counsel, obvious enjoyment of Museum activities and her astonishing generosity will be sorely missed by her friends and colleagues at the Museum, and will not soon be forgotten. Betty Noyce changed the face of Maine Maritime Museum.

Trustee emeritus **Roger Luke** died on November 16 after a long battle with illness. Roger was a trustee from 1971 to 1984 and a trustee emeritus from 1985 until his death. He served on numerous committees at various times during his long and valuable association with the Museum. His funeral service was attended by a full house of friends and family, including many who, like Roger, helped the Museum grow to its current stature.

Farewell, Betty and Roger.

NAUTICAL GIFTS IN TIME FOR HOLIDAY GIVING!



With the holidays right around the corner, the Museum Store is gearing up with a great number of new items in the Store. Don't miss the new maritime trade signs, brass ship's clocks, compasses and lanterns. A new, large selection of books by Maine writers, including a number by Elizabeth Olgilvie is currently in stock. The Store is also carrying the entire Patrick O'Brian fiction series, including Yellow Admiral with the companion piece.

Other shopping items include Maine foods (great for stocking stuffers), unique gifts with a nautical flair, fun kits, books, and stocking stuffers for kids, books for the "armchair sailor" (don't miss our latest publications on the Patten family dynasty and Capt. Melville Cook's journey to Meiji, Japan in the case oil trade), traditional music of the sea, sterling jewelry, and lots more!

RIGGERS' SYMPOSIUM ANNOUNCED

In collaboration with Maloney Marine Rigging, Maine David Schwarz. President of GMT (Goetz Marine Maritime Museum will offer a day-long rigging Technology) of Bristol, Rhode Island. One of the workshop on February 15 from 9:00 a.m. - 4:00 p.m. premier carbon fiber spar manufacturers in the world.

This first-time program will provide riggers, boatbuilders, boatyards, and boat owners the opportunity to explore the cutting edge of rigging technology in an informal setting. The targeted areas of marine rigging are rope, carbon fiber, and rod rigging and hydraulics. The speakers have been chosen not only on the basis of their extensive expertise, but on their ability to address both theoretical issues and practical, "from the field", problems. Speakers for the programs include:

Dave's engineering expertise has made GMT a state of the art carbon fiber builder of masts, struts, rudders, and downward poles.

Steve Loutrel. Top engineer at Navtec of Guilford, Connecticut. Since their beginning in 1971, Navtec has led the field in research and development of solid rod rigging and hydraulic for the marine industry. Every recent America's Cup winner has been outfitted with Navtec gear. Steve has been there every step of the way.

Tom Yale. Head of Yale Cordage of Portland, Maine. Arguably the leading edge cordage manufacturers in the marine industry. Tom's expertise places Yale in the forefront of new fiber use and rope construction. Yale is the primary supplier of running rigging for the PACT 2000 America's Cup campaign.

Cost for this outstanding program is \$35 for members and \$40 for non-members. Reservations are required.

| Riggers' Symposium | | February 15, 1997 |
|------------------------|--|-------------------|
| Name _____ | | |
| Street _____ | <input type="checkbox"/> Check <input type="checkbox"/> Credit Card (<input type="checkbox"/> MC <input type="checkbox"/> VISA <input type="checkbox"/> Discover) | |
| City, State, Zip _____ | Credit Card # _____ | |
| Telephone _____ | Signature _____ | |
| Total \$ _____ | Enclosed \$ _____ | Ex date _____ |

MAINE MARITIME MUSEUM'S POOLED LIFE INCOME FUND

Maine Maritime Museum Pooled Life Income Fund is a trust maintained by the Museum for the co-mingling and investment of life income gifts. The Fund is managed by Key Bank for the Museum, which is the trustee of the Fund.

Bequests and deferred gifts are as valuable to the Museum as outright contributions. By making a gift to the Maine Maritime Museum's Pooled Life Income Fund, you are helping ensure the future of the Museum, yet you retain the security of an income for life.

The security and well-being of your family always comes first. For that reason, many people feel they cannot afford to make a substantial gift to the Museum during their lifetime. The Pooled Life Income Fund allows you to preserve income for yourself and another beneficiary for life, and receive the benefit of a charitable deduction now.

Please consult with your family and with your estate and investment counselors if you are considering a Pooled Life Income Fund gift. A representative from the Museum and Key Bank will be happy to meet with you and discuss details of the Pooled Income Fund and other methods of deferred giving.

BEHIND THE SCENES AT BIW



On October 26, 1996 the Museum, in cooperation with Bath Iron Works and the Bath Area Bed and Breakfast Association, held a first-time special program that took a four-hour look at the history of shipbuilding and Bath Iron Works.

Seventy-two participants met at the Museum for coffee, donuts and group assignments. Participants were divided into groups of eight for a guided tour of the Percy and Small shipyard and a 20 minute introductory video tape of BIW. After the guided tour lunch was served and folks had the opportunity to mingle with former BIW employees.

At around 1:00 p.m. everyone boarded the *Linekin II* for a trip up river and for a tour of the BIW yard. They included a view inside some of the pre-outfitting and assembly buildings as well as a close-up look at several vessels on the ways. It was an exciting and educational trip. A special thanks goes to the group of retired BIW employees who acted as tour guides (Roger Caouette, Abbot Fletcher, Bob Ford, Roy Ingraham, Bruce London, Peter MacDonald, Buz Parry and Bernie Wyman) as well as MMM's own Alan Stewart and Bob Mansfield.

During 1997 the Museum is planning several more of these behind-the-scenes looks. If you would like your name added to the mailing list for this program please call us at 443-1316.

MAINE MARITIME MUSEUM BOARDED BY PIRATES



On November 1, 1996, the first annual Pirates Party was held at Maine Maritime Museum. From 6 - 9 p.m. just under 500 adults and youngsters arrived at the Museum for an evening of fun-filled activity. Among the attendees was Governor Angus King and his family.

As visitors entered into the Maritime History Building they were greeted by a "real" pirate complete with sword and 19th-century clothing. Here each visiting "pirate" made his or her own treasure chest and participated in an artifact treasure hunt. Treasure Island was playing in the theater for young and old alike.

As visitors exited to the Shipyard building they were treated to candle-lit walkways, horse-drawn hay rides, storytelling by Maine humorist, John McDonald, songs of the sea by Castlebay, hot cider, caramel apples and much more. Musical duo Julie and Brownie performed songs and stories from their recently published book A Pirates Life for Me.

The evening was a great success and Museum staff and volunteers received many thank-you notes and cards from families. A great job was done by MMM volunteers who assisted with the activities before, during and after the program.

**MAINE
MARITIME
MUSEUM**



243 Washington Street, Bath, ME 04530

Nonprofit
Organization
US Postage PAID
Bath, ME 04530
Permit No. 10